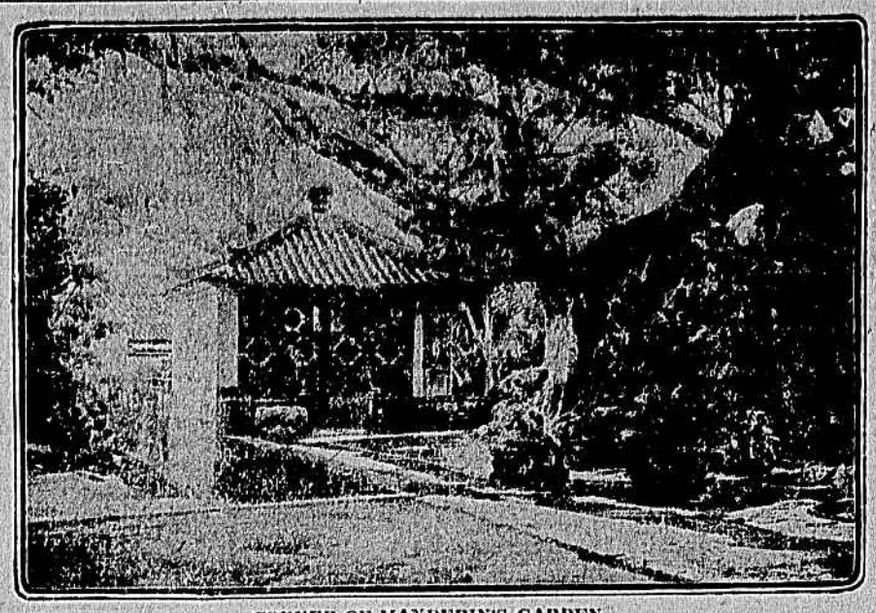
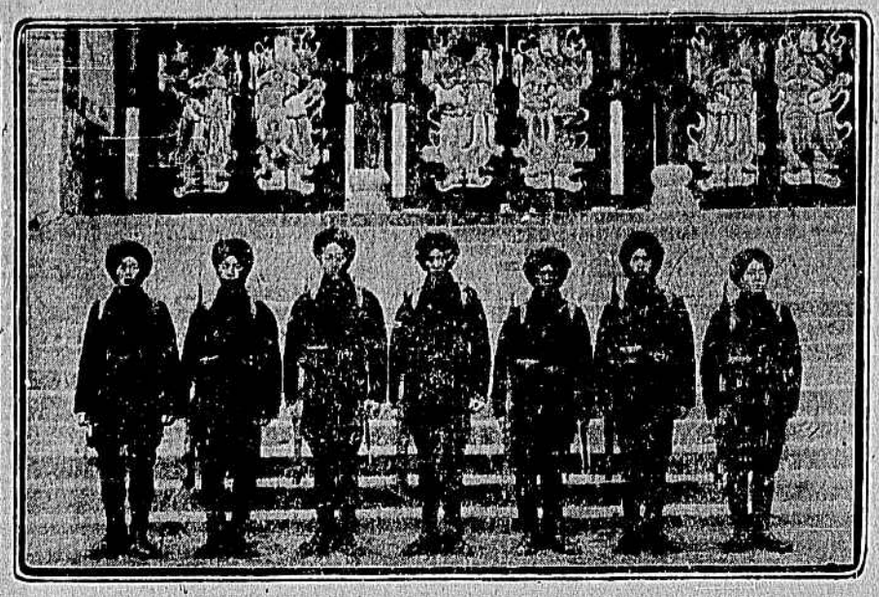
JOHN CHINAMAN AS HE APPEARS IN HIS OWN COUNTRY.

Alleyne Ireland Portrays the Strange People of the Celestial Kingdom as He Has Observed Them.



CORNER OF MANDERIN'S GARDEN.



MEN OF THE FIRST CHINESE REGIMENT AT WEI-HAI-WEI.

FIRST and last, I have had a good deal to do with Chinamen. I have known them as market gardeners in Astralia, as laborers on sugar estates in South America, as tin miners in the Malay Peninsula, as tobacco growers in Borneo, as shopkeepers in Java and the Philippine Islands, and as laundrymen in almost every country in which the social conventions demand the use of the starched shirt.

Perhaps the most striking characteristic of the Chinaman is his utter imperviousness to outside influences. Whether he be an ambassador accredited to a foreign government, or a member of his excellency's council in a British colony, or the "shroff" in a bank in the far east, or a house servant, or a rickshaw coolie, or a mandarin on his native heath, he is, first, last and all the time a Chinaman, yielding outwardly to the pressure of his environment, but in the inner man always the embodiment of a type which has been produced by the uncounted centuries of national growth during which the Celestial kingdom was completely isolated from the rest of the world.

Although the Chinamen away from home is a most interesting study, I am concerned at present with the Chinaman in his own country, where, according to popular report—and in the absence of a census, there is little else to go upon—there are some 400,000,000 of them—roughly speaking, one-fifth of the whole human race.

Chinese a Race and Not a Nation

Two very important facts about the Chinaman are constantly ignored. One is that the Chinese are a race, and not a nation, in the sense in which we use the latter term; the other, that the Chinaman is not a native of the tropics.

That the Chinese are not a nation is brought home to the traveler in China at every step of his progress through the country. In the first place, the only language in China which is understood by people from the different provinces is the Mandarin dialect; but this is the language of officialdom, and is understood in its written form by less than five per cent. of the people.

The eight principal dialects of China are, in the order of their antiquity, Cantonese, Hakka, Amoy, Swatow, Hainnese, Shanghai, Ningpo and Mandarin.

In using the word "dialect," it is very necessary to understand that the difference between the dialects is not that which exists between the speech of the cockney and that of the Yorkshireman, or that which we observe between the English of a Scotchman and the English of a Colorado miner; the differences in Chinese dialects are often as great as the difference between the German language and the Italian.

Mr. Dyer Ball, a member of the Hongkong civil service, in his useful book, "Things Chinese," says: "So many are the changes in the language of China, that it may be said that every hundred miles the language differs to a more or less material extent—in some places it does so every twenty miles—and a rough estimate has been made that there are as many dialects in China as there are days in the year."

If there were no other factor to be considered, it is obvious that, with no common language, the Chinese people cannot possess those features of social cohesion, which are implied in the word "nation." But there is a further peculiarity of the Chinese, which up to t present time has prevented the fusion of the people into a nation, and which may be expected to remain in operation indefinitely, namely, the remarkable manner in which sectional feeling has developed in the country. A native of Jekin or Shanghai is as much a "foreign devil" to the native of Canton or of Swallow as is the Frenchman or the Britisher.

One of the curious developments of the difficulty and variety of the Chinese language is the growth of a languags known as Pidgin-English, a wonderful and fearful mixture of Chinese, English, Portuguese, Malay and a few other languages.

Perhaps the most famous production of Pidgin-English is the translation into that dialect of Hamlet's soliquy, "To be or not to be: that is the question," which appears as "Can do, no can do, how fashion?" Another well known production of Pidgin-English is the transliteration of "Excelsior!" of which the following are a few verses:

Inside that house he look-see light,
And evely loom got fire all light.
He look-see plenty ice more high,
Inside he mouth he plenty cly—
Topside Galow.

Olo man talkee, "No can walk,
By'mby lain come—welly dark,
Hab got water, welly wide."
"Maskee! My wantchee go topside!"
Topside Galow.

"Man-man," one girley talkee he,
"What for you go topside look-see?"
And one time more he plenty cly,
But allo-time walkee plenty high—
Topside Galow.

(Maskee—never mind; man-man—stop or wait.)

Another popular misconception about the Chinaman is that he is a tropical man, to be classed with the negro, the Malay or the Filipino. As a matter of fact, only the extreme southern point of China lies in the tropics, and, generally speaking, the climate of China as a whole is similar to that of the United States, having a very cold winter and a very hot summer. The importance of this lies in the fact that in the course of his development the Chinaman has enjoyed none of the easy-going conditions which have produced the weak tropical races, but has been subjected to the same severe climatic discipline which has moulded the strong northern races of Europe and America.

CHINESE PEASANTS.

Some Peculiarities of the Chinaman.

I wish to describe how some of the peculiarities of the Chinaman as they have appeared to me in the course of a good deal of contact with him during the past three years in the far East.

First and foremost, the thing which distinguishes the Chinaman from the rest of mankind is that, as far as one can judge, he has no nervous organization. The thousand and one things which set us on edge—excessive noise, intolerable worry, unendurable physical pain, the spectacle of intense suffering in others, lack of sleep, uncomfortable surroundings—appear to have no effect whatever upon the Chinaman.

In a magistrate's court in Canton, I have often seen the witness tortured in the most fiendish manner, from severe beating with heavy bamboos to the crushing of all the bones in the foot by the blows of a large wooden mallet, and very rarely did one of these witnesses exhibit the smallest concern. On one occasion I saw a man whose ankle-bones had been crushed in the manner I have described limp off into a corner, fish out a box of tobacco from some hidden recess in his clothes, roll himself a cigarette and commence smoking in the most contented way.

It is the commonest thing in China to see men lying down asleep in a room in which a score of men are making a noise, that can be heard half a mile away; in fact, if you give a Chinaman a brick or a piece of wood to rest his head on, and enough room to twist himself into a compact mass, he can fall asleep instantly at any time of the day or night.

But to this entire indifference to suffering or discomfort on his own account the Chinaman adds a complete lack of interest in what is happening to any one else. He will witness torture with amusement; he will watch a fellow-man drown, when he could easily stretch out a hand and save him; he will skin an animal alive, because the skin comes off more readily that way than when the animal is dead.

Perhaps, the most irritating characteristic of the Chinaman, as it strikes the foreigner in his country, is his utter contempt for your opinion of him. If I catch a man in England or America picking my pocket, he will at least have the interest to deny the charge or express anger that I should accuse him of it. Not so the Chinaman. You catch John breaking open your safe and reproach him for his act, and call him a thief, a blackguard, a scoundrel; he will listen to you with smiles, and will at once agree with you in all you say.

"Yes," he will tell you, "I belong velly bad man. I too muchee thief. I velly solly."

This trait in the Chinese character has been set to the Chinaman's credit by some writers, on the ground that it shows patience under rebuke. Well, in one sense it does; but it is a patience which rests on the Chinaman's absolute indifference whether you think him an honest man or a rogue.

Associated with this trait is another which is very noticeable. If you commission a Chinaman to do any work for you, to print some photographs, make a book-shelf, or engrave a piece of silver, he prefers to do the work badly and accept your criticism than to take the trouble to do the work properly.

You point out that the photographs have been washed in dirty water and are covered with dirt spots, he will smile and say:

"Yes; have got too muchee dirty;" you show him that the book-shelf is three feet high at one end and three feet two inches at the other, he will smile and say:

"My no savey how fashion that shelf catchee two inchee topside;" you compare his engraving with your pattern, and find that he has left out a bird or a bunch of flowers, he smiles and says:

"My thinkee that man must be fo'get that pleece bird."

It is all very polite and pleasant, and he accepts his faults with great patience; but it is because he doesn't care a snap of the finger for your opinion of his work, and has not the smallest pride in doing the thing well.

Meaning of "to Save His Face."

The familiar expression, "To save his face," has its origin in one of the most ingrained characteristics of the Chinese. You cannot spend a day in China without hearing that some one has lost "face" or gained "face." "Face" to the Chinaman is a combination of all the advantages which belong to character, reputation and standing in the community; but it has this curious quality, that it does not rest in the smallest degree on the facts in the case, but simply upon the recognized etiquette of each act or situation.

For instance, if I miss a silver spoon and accuse my servant of having stolen it, he will go to the box containing my silver and bring back the spoon, which he has simply taken out of his sleeve. I know he has stolen it; he knows I know; but he has saved his "face" by doing the proper thing under the circumstances.

If a Chinaman succeeds in spoiling another person's "face," his own "face" is thereby increased. Thus the servants of a foreigner are constantly trying to spoil their master's "face." This is done in a thousand small ways. If you allow your servant to commit any act against the formal etiquette of your relationship—such as entering your presence with his pigtail done up on the top of his head and wearing no cap—your face is spoiled to that extent and his is augmented.

I do not wish for a moment to convey the impression that the Chinaman has no virtues; he has many. But the fact is that he carries his virtues to a point where they may become vices.

To give a few instances. Politeness is, without doubt, a virtue, and the Chinese possess it in a high degree. But what shall we say of a politeness which has its roots in an utter disregard of truth, on all occasions, which is merely an adherence to a rigidly fixed code of ceremonial, and which has no relation to the comfort, convenience or happiness of those concerned?

Economy is a virtue which the Chinese possess to an extent which it is difficult for us to realize. It is an economy which causes a Chinaman to eat the flesh of an animal which has died of disease, because it saves him a cent on the price; it is an economy which covers China with outrageously squeaking wheelbarrows, because noise is cheaper than oil; it is an economy which starves hundreds of thousands of dogs and cats, because after a Chinese meal there are no "scraps."

The Rev. Arthur H. Smith, in his delightful book, "Chinese Characteristics," relates an instance of economy which may be taken as a good illustration. An old Chinese woman, who was observed slowly crawling along a road, was asked where she was going. She replied that she was on the point of death, and was going to the house of a relative to die, because the place was near the graveyard, and her people would thus be spared the expense of transporting her corpse a long distance.

I may close this article with an amusing anecdote which shows the bluntness of a Chinaman when he feels that he has no reason to be suave. A certain gentleman in Hong Kong called one day on a lady of his acquaintance. The servant took up his card, and found the mistress of the house engaged in conversation with a friend. She looked at the card, turned to her friend and said: "It's that fool, Jones." Then to the servant: "Tell the gentleman I am engaged and can't see him."

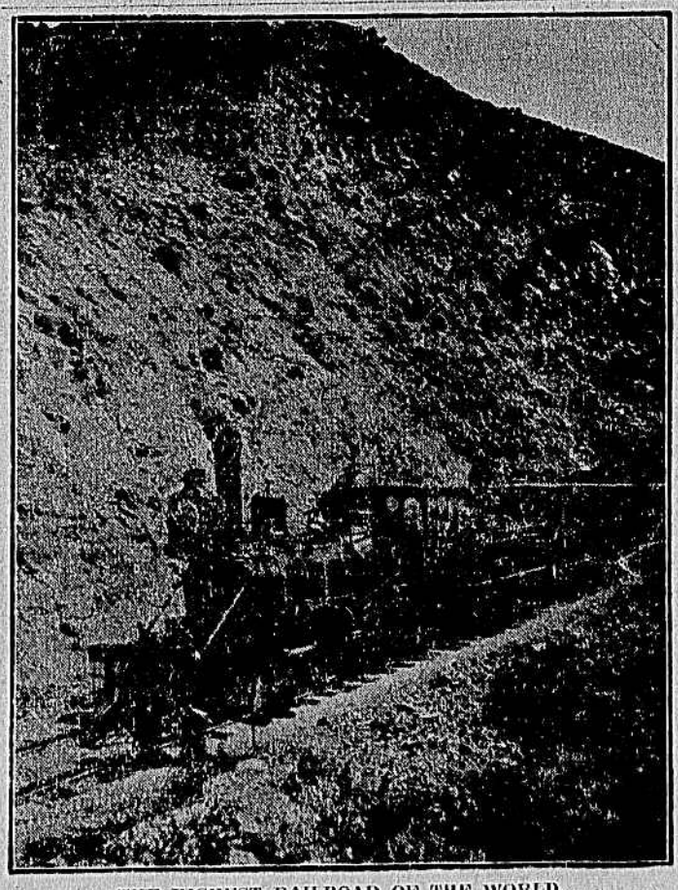
The servant went down stairs, showed the gentleman to the door, and informed him: "Mississi talkee, say you too muchee foolo, no can see."

(Copyright, 1905, by The Boston Herald Co.)

THE FAMOUS CERRO DE PASCO SILVER MINE NOW WORKED FOR COPPER.

Minister Dudley Talks With Mr. Carpenter About the Great Andean Enterprise Backed by American Millionaires.

IRVING B. DUDLEY, Minister to Peru.



THE HIGHEST RAILROAD OF THE WORLD,
Near the American Syndicate's New Mining Concession.

(Special to The Times-Dispatch.)

WASHINGTON, D. C., Dec. 24.—"What promises to be one of the chief mining enterprises of our hemisphere has been started by Americans in the heart of the Andes."

Thus spoke Mr. Irving B. Dudley, our minister to Peru, as we chatted together in Washington prior to his leaving for his post last week. I spent some time with Mr. Dudley in Peru, when I visited that country a few years ago, and with him went to the top of the Andes on the railroad built by Henry Meiggs, the Californian, at an enormous cost, about thirty years ago. That road is the highest mountain railway of the world. It takes you in one day from the Pacific Ocean clear to the top of the Andes, and lands you on the other side, more than three miles above the sea. The road goes through some of the richest mineral territory of South America, and it was originally intended to reach the famous Cerro de Pasco silver mines. Meiggs's money gave out before he got there, and although the road had been continued after his death, it was from fifty to seventy miles away from Cerro de Pasco when I rode over it.

American Capital in Peru.

"The enterprise I refer to," continued Minister Dudley, "is connected somewhat with the railroad by which we traveled to the tops of the Andes. It is the purchase of the Cerro de Pasco mines by a corps of American millionaires, headed by J. B. Haggin, D. O. Mills, Henry C. Frick and others, among whom are said to be the Hearst heirs and the Vanderbilts. The company is largely composed of men who have been connected more or less with the great copper mines at Anaconda, Mont., which are supposed to be the richest copper mines on the globe, but which may be equaled by Cerro de Pasco. They have already spent $8,000 in purchasing the property and in extending the railroad to Cerro de Pasco, and I understand that they will spend $20,000,000 more before next fall. They have bought up the mines from the individual owners, not asking concessions of the Peruvian government, and their work is all done after practical business methods. They are said to have in the neighborhood of three hundred mines and almost everything of value in that immediate vicinity. They expect to extend the railway to coal mines about twelve miles farther on, so that they can have their own fuel for the smelters."

Vast Copper Deposits.

"I thought the Cerro de Pasco mines were silver mines, Mr. Dudley?"

"So they were, but copper has been found under the silver, and the ore now taken out is a mixture of silver and copper. This is the copper age, and copper mining is now paying better than silver mining. I see it estimated that the Cerro de Pasco Company will be exporting within less than two years above five thousand tons a month, or sixty thousand tons per annum. This will represent a value of almost fifteen million dollars, five times the whole production of Chile. It will be more copper than Spain and Portugal, the great copper countries of Europe, produce."

Tons of Silver.

"Tell me something about the silver of Cerro de Pasco."

"Those mines have been producing silver since the seventeenth century," said our minister to Peru. "They were discovered by an Indian shepherd who camped out one night where the town of Cerro de Pasco now stands. That place is more than fourteen thousand feet above the sea, and it is usually bitter cold after dark. The Indian built a fire before going to sleep, and awoke next morning to find that the stones under his fire had melted and a lump of silver slug lay in their place. Since then thousands of tons of pure silver have been taken out of Cerro de Pasco. Twenty-seven thousand tons had been mined as far back as 1824, and altogether more than sixty million dollars' worth of silver has been produced there.

"Much of the silver ore was shipped to Europe," continued Mr. Dudley. "When a smelter was built at Casapalca, on the railroad, about seventy-five miles from Cerro de Pasco, and for the past few years the ore has been carried there on the backs of llamas. A llama will carry only one hundred pounds. It is a stubborn beast, and will lie down and refuse to go if overloaded. As a result the cost of transportation has been enormous, and only the best of the ore could be taken to the smelter. There must be a great deal of silver still in the dumps about those mines. This ore is now being carried to the smelter by the new railroad built by the American syndicate. I understand, however, that the rates of transportation by llamas have been so reduced that they are carrying ore at about the same freight rates as the railroad, the animals walking along beside the trucks.

Peru's Mineral Wealth.

"Is Peru still rich in gold and silver, Mr. Dudley?"

"Yes; but it is hard to tell just how rich it is. Much of the country has not been thoroughly prospected, and the mines may be better further down. In these Cerro de Pasco mines the upper deposits consisted of a great body of low-grade silver ore, more than a mile and a half long by three-quarters of a mile wide. This was worked down to a depth of about two hundred or more feet, and then tunnels had to be driven in to drain the mines. They have been making immense tunnels still lower down, and the tunnel companies claim certain rights which will possibly conflict with those of the American syndicate.

"As you go down in these mines the silver ore changes to copper, and, as I have said, it is the copper and not the silver that is valuable now. There are probably good copper mines in other parts of Peru; and Bolivia, you know, has very valuable deposits of almost pure copper. There are gold mines in different parts of the country, and also mines of lead, zinc and quicksilver. Altogether, there are more than five thousand different Peruvian mining claims on record, one-third of which, perhaps, are unworked."

Pacific Company's New Concessions.

"When I was in Peru, Mr. Dudley, some New York parties, known as the Pacific Company, had a concession for coal mines in the Andes, and were about to build a railroad to them. What is that company doing?"

"The Pacific Company has recently secured new concessions and valuable ones. It has a strip of land running from Pacasmayo to Chimbote, and extending from there back up the Andes to one of the navigable branches of the Amazon. There are coal mines in the territory, and with the concession goes the right to build a railroad to get this coal to the seacoast. One of the great troubles about the west coast of South America is the lack of good coal. There are mines in Southern Chili about the Bay of Concepcion, but the coal there is not of the best quality. The deposits extend for some distance along the coast, and far out under the water. Hundreds of miners are employed and the men work in tunnels away down below the bed of the ocean. As a result, mining is expensive, and coal from Australia and England competes with the Chilean coal. The coal that the Pacific Company's railroad will open up is on the highlands of the Andes, and it will cost but little to get it down to the seacoast. If they have as good deposits as they think their concession should be a very valuable one."

Railroads to the Amazon.

"I supose that a railway will be eventually extended by the Pacific Company to the Amazon?"

"Probably so," replied Minister Dudley, "but you must remember that it is only a concession as yet. There is no road built. It is also planned to extend the Oroyo Railroad to the Ucayali River, which is one of the navigable branches of the Amazon. The distance from the end of the Oroyo line, the same road we have been talking about in consection with the new copper properties, to the Ucayali, is only about one hundred and fifty miles. When it is built one can go in barges and boats down that river to the Amazon. That road would open up the Peruvian territory adjoining the Acre territory which Bolivia has just sold to Brazil. There are valuable rubber forests in that region, and it is probable that similar forests are also found on Peruvian soil. The government would like to have a railroad there; so that it could quickly transport troops to that point in case of trouble. The Brazilians are, you know, to build a railroad in that region to facilitate travel to and from the Amazon."

The Backwoods of Peru.

"It must be difficult for Peru to control her territory on the eastern slopes of the Andes. They are practically inaccessible, are they not?"

"As far as easy travel is concerned, yes," said the minister to Peru. "Take Iquitos, which is in Peru, on the Marañon, a great river that forms a part of the Amazon. It used to be that officials going from Lima to Iquitos sometimes went around the Strait of Magellan and clear up the Atlantic coast of the continent to the mouth of the Amazon, and then up the Amazon to Iquitos. At present a favorite way is to go to the Isthmus of Panama and then up the Amazon. One can go up the Oroyo road and thence down by trail to the Ucayali, and thence by boat on to Iquitos, but that takes several weeks, and in coming back it would take more, as the boats go much more slowly up stream. You can go from New York to Iquitos in less time, I venture, than it would require to get there from Lima by way of the Ucayali. There are steamers from New York to Manaos, which is a thousand miles up the Amazon, and there are smaller steamers from Manaos to Iquitos."

Automobiles for the Inca Capital.

"How about the railroad that takes one from the Pacific to Lake Titicaca? Has it been extended?"

"That road has an extension to Sicuani, and from there a wide carriage road has been built to Cuzco, the old capital of the Incas. There are freight automobiles now used to connect Cuzco with the trains, and this road ought to open up the ruins of that famous city to visitors. There are good trains from the Pacific to Lake Titicaca, and it will now take but a short time to reach Cuzco from there. Cuzco is a town of about 20,000 or so. It is the center of a rich province and a busy place, though it has nothing of its political importance of the past. At the time that the Spaniards came it was perhaps the richest of all the Indian cities south of the Isthmus. Pizarro got much of his booty from there, and the tradition is that he took from one native temple 40,000 pounds of gold and 80,000 pounds of silver. Some of this came from the Temple of the Sun, at Cuzco."

"How about the hidden treasures of the Incas, Mr. Dudley? Is it true that they buried their gold in the Andes when the Spaniards began to rob them."

"You will hear such traditions in all parts of the Andes, but I doubt whether there is much truth in them. The Spaniards carried away about all the gold and silver that the Incas had mined, and, so far as I know, but few hidden treasures have come to light. You see the Incas were the ruling class, and the rest of the people practically worked for them. As a result most of the silver and gold came into their hands and they turned it over to the Spaniards. Such mining as they did was after the rudest methods, and the product could not have been very great. Nevertheless it is said that the Spaniards for a time shod their horses with silver, and Pizarro, when he captured Atahualpa, the Incas king, by treachery, agreed to release him if he would fill a room seventeen feet wide and twenty feet long with gold. This was done, and history tells how Pizarro then went back on his word and put the king to death. It is said that some of the treasures of the Incas were buried shortly after this in Lake Titicaca and elsewhere, but if so they are yet to be found."

Bolivia's New Railroads.

"I understand, Mr. Dudley, that a new railroad has been built from Lake Titicaca to La Paz?"

"Yes, a road has been built, but it does not go down into the city of La Paz. You may remember that there is a great plateau away up there almost three miles above the sea, in which Titicaca and La Paz lie, at a distance of forty or fifty miles apart. Titicaca lies in one basin, La Paz in another. The road begins at Guaqui, the port in Bolivia which you reach by sailing across Lake Titicaca from Puno in Peru. The new railway crosses the plateau to the Alto, or rim of the basin containing La Paz, and there stops. As you get out at the depot you can walk a short distance and look down at the chief city of Bolivia, which lies about a thousand feet below you. There are now carriages which take you down to the city, but plans have been made for cable or electric lines, and eventually these will probably go through.

"Bolivia also expects to build new railroads with the two million pounds which it received from Brazil for the Acre territory, and among the lines proposed is one from La Paz to Oruro, on the Antofagasta line, thus giving Bolivia a railroad outlet to the Atlantic. I believe there are also propositions to connect with the Chilean and the Argentine railway systems."

Electricity in Peru.

"Is Peru developing along electrical lines?"

"Not very rapidly," was the reply, "but we have electric lights in Lima and many of the factories are run by electricity. Some of the interior cities are so lighted. We have electric tramways now running from Lima to Callao, our chief port, a distance of eight and a half miles, and we have also a tramway from Lima to Chorillas, on the coast. Both of these companies will probably do well."

American Trade With Peru.

"How about our trade with Peru, Mr. Dudley?" I asked.

"It is steadily increasing, although the people of the United States do not make much effort to push it. When I first went to Peru the Germans exceeded us in their exports to that country. We are now far in advance of them and second only to Great Britain. Our trade to-day is almost three times what it was when I first came to the country, and it seems to me that the prospects for a continued increase are good."

"What do we sell to Peru?" I asked.

"Wheat, breadstuffs and all sorts of hardware and machinery. Much of the wheat comes from our Pacific Coast States. The machinery is largely from the East. This trade will be benefited by the Panama Canal."

Uncle Sam and Peruvian Cotton.

"What do we buy of Peru, Mr. Dudley?"

"We buy a great variety of things, among others medicines and chemical products, foodstuffs and wool, and especially cotton. The Peruvian cotton commands a far higher price in the markets of the world than our own cotton. It has a long fiber, which is so much more like wool than cotton that it could be passed off for wool. It is used in making hats, hosiery and underwear. The factories mix it with wool and the articles into which it goes have a finer luster and finish than those made of pure wool. This cotton is of different colors, some white, some brown, and some almost red. So far as the area of cotton territory has been limited, but companies have been recently formed to irrigate the lands of Northern Peru, which will bring much more cotton soil into cultivation. The most of the desert, you know, will blossom like the rose if it can only have water."

Peru's New President.

"What are the political conditions in Peru at present, Mr. Dudley? Do you have many revolutions?"

"There have been no political troubles during my stay in Peru, and there are no indications that there will be any in the future. The country is quiet, and the people seem contented and happy. The death of President Candamo was followed by the selection of Jose Pardo to take his place, and the wheels of government have moved smoothly on. President Pardo, although his political career has been a short one and his experience in government small, makes an excellent president. He is a young man, not over forty, who has been engaged in business for the greater part of his life, and who up until a year ago had had but little to do with politics or the government. He was chosen by President Candamo as his chief ministerial adviser, and upon Candamo's death he naturally became president. He is a very patriotic man, and is anxious to do well for Peru. He says he will devote his energies to improving the roadways and other communications of the country and to bettering the people along educational lines."

FRANK G. CARPENTER.